Grounding of Uzbekistan TU-154 aircraft

25. SHRI VIREN J. SHAH:
DR. BAPU KALDATE:
DR. YELAMANCHILI SIVAJI:
SHRI RAJNI RANJAN SAHU:
SHRI SYED SIBTEY RAZI:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number of TU-154 aircraft leased by Government from Uzbekistan Airways and other Airlines;

(b) what are the terms and conditions on which these aircrafts were leased;

(c) what is the rate per flight hour;

(d) what is the total amount paid so far and likely to be paid to the Uzbekistan Airways;

(e) whether all these aircrafts have been grounded;

(f) whether the air worthiness of these aircraft was checked before putting them into operational flights;

(g) who is responsible for the loss due to accident of Januray, 1993; and

(h) what are the details in this regard and what steps have been taken to avert such mishap?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Indian Airlines had leased 4 TU-154 aircraft from M/s Uzbekistan Airways and 3 from M/s Balkan Bulgarian Airlines.

(b) and (c) The terms and conditions of the lease were:

(i) Indian Airlines had to pay US $ 1200 per flying hour per aircraft taken from M/s Uzbekistan Airways. For the aircraft leased from M/s Balkan Bulgarian Airlines, Indian Airlines had to pay US $ 1200 per flying hour per aircraft for the first 100 hours in a month and US $ 1100 per flying hour thereafter.

(ii) The Lessor airlines had to provide aircraft, crew, maintenance and insurance of the aircraft. M/s Balkan Bulgarian Airlines was also to provide one additional standby aircraft free of cost which could also be used for extra flights.

(iii) Indian Airlines was to bear expenses on fuel, airport use, catering, passenger and third party liability and cost of hotel accommodation and boarding for the personnel of Uzbekistan and Balkan Airlines.

(d) The toal estimated amount likely to be paid to the Uzbekistan Airways is Rs. 3.30 crores. So far no payment has been made to Uzbekistan Airways.

(e) These aircraft have been withdrawn from service.

(f) The aircraft leased by Indian Airlines are registered in their respective countries and hold their certificate of airworthiness. They can be operated in India without additional permission from airworthiness point of view in accordance with the ICAO procedure.

(g) and (h) A Court of Inquiry has been instituted in this regard under Rule 75 of The Aircraft Rules 1937.

DGCA guidelines for air safety

26. SHRI RAMENDRA KUMAR YADAV 'RAVI': Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Directorate of Air Safety has found that executive pilots are responsible for the accidents;

(b) if so, what are the details of the guidelines issued by the Directorate General of Civil Aviation in this regard; and

(c) what steps proposed to be taken to comply with the guidelines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Of the 13 accidents in the last five years, only one

is partly attributable to an executive pilot.

(b) and (c) Guidelines issued by the Director General of Civil Aviation are applicable to all pilots. There are no separate guidelines for executive pilots.

Strike by Pilots/staff of Indian Airlines and Air India

27. SHRI ANANT RAM JAISWAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number of times the Pilots/Staff of Indian Airlines and Air India, separately, had gone on strike during the period from July, 1991 to January, 1993, together with the duration of each strike;

(b) what was the cause of each strike and what steps were taken by the Airlines/Air India management to avoid there strikes;

(c) what was the magnitude of loss sustained by Government in each strike and the extent of sufferings caused to the passengers; and

(d) whether Government have evolved any policy to avoid such strikes in future, if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) In Air-India during the period July 1991 to January, 1993 there was no strike by pilots/staff. During this period there were five occasions in Indian Airlines on which pilots/staff had gone on all India strike/mass sick leave. The details are given below:

(i) The entire cadre of pilots reported sick on the evening/night of 3rd/4th November, 1991 at Delhi;

(ii) One day's token strike was observed by the members of Air Corporations Employees' Union on 29th November, 1991;

(iii) Mass absenteeism was resorted to by pilots on 20th, 21st and 22nd December, 1991;

(iv) One day's token strike was observed by the employees belonging to Air Corporation Employees' Union and Indian Aircraft Technicians' Association on 16th June, 1992;

(v) A strike was resorted to by pilots belonging to Indian Commercial Pilots Association from 10th December, 1992 to 24th January, 1993;

(b) The details are given in the attached Statement [*See below*].

(c) On account of agitations/strikes by the Pilots/staff, Indian Airlines suffered a financial loss of Rs. 54.03 crores during the period July 1991—January, 1993 as per details given below:—

	(Loss) (Rs. in crores)
1. Pilots strike on 4 Nov. 91	0.09
2. ACEU strike on 29 Nov., 91 . . .	0.82
3. Pilots Agitation/strike December 1991. .	4.00
4. Strike by ACEU/IATA 16 June, 92 . .	1.37
5. Agitation/strike by Pilots (October, 1992 to January, 1993) . .	47.75
	54.03

In addition, due to the strike of Air Traffic controllers in May, 1992, Indian Airlines incurred a loss of Rs. 3.60 crores. The passengers were put to inconvenience due to these strikes/agitaions.

(d) Within the existing policy framework, mechanism is available to avoid the strikes etc. through bipartite and tripartite negotiations.

Statement

(i) *Reasons for reporting sick en-masse by pilots on evening/night of 3rd/4th November*, 1991:

31 pilots suddenly reported sick on the evening of 3rd November, 1991 and 28